

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

March 27, 2001

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room,
Phoenix, Arizona

MEMBERS ATTENDING

Wickenburg: Fred Carpenter, Chair	Maricopa County: Chris Plumb for Tom Buick
Phoenix: John Siefert for Jack Tevlin, Vice-Chair	Mesa: Ron Krosting
ADOT: Chuck Eaton for Dan Lance	Paradise Valley: Robert M. Cicarelli for Tom Martinsen
Avondale: Michael Powell	Peoria: David Moody
Buckeye: Joe Blanton	RPTA: Ken Driggs
Chandler: Bryan Patterson	Scottsdale: Michelle Korf for John C. Little
Fountain Hills: Randy Harrell	*Surprise: Ellis Perl
Gilbert: Tami Ryall	*Tempe: Glenn Kephart
Glendale: Jim Book	
Goodyear: Andrew Cooper for Cato Esquivel	
*Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Maureen Mageau-Decindis, RPTA for Eric Iwersen, Tempe	Pedestrian Working Group: Reed Kempton, Maricopa County Dept of Transportation
*Street Committee: Grant Anderson, Glendale	Telecommunications Advisory Group: Jim Hull
ITS Committee: Jim Book	

* Members neither present nor represented by proxy.

OTHERS PRESENT

Eric Anderson, MAG	Bryan Jungwirth, RPTA
Stuart Boggs, MAG	Bill Knowles, Arizona Fish and Game
Peggy Carpenter, Scottsdale	Ali Makarachi, Phoenix
Pat Cupell, ADOT	Andrew Smith, ADOT
David Fitzhugh, Avondale	Kelly Taft, MAG
Roger Herzog, MAG	Gordon Tyus, MAG
Mark Johnson, Guadalupe	Chris Voigt, MAG
Terry Johnson, Glendale	Paul Ward, MAG

1. Call to Order

Fred Carpenter, Chairman , called the meeting to order at 10:05 a.m.

2. Approval of Minutes of February 27, 2001 Minutes

Turning to the first order of business, Chairman Carpenter asked if there were any changes or amendments to the meeting minutes. Chuck Eaton moved to approve the minutes, with John Siefert seconding. The minutes were subsequently approved by unanimous voice vote.

3. Call to the Audience

Chairman Carpenter noted that he had received no request to speak cards from the audience.

4. Transportation Manager's Report

Turning to the next order of business, Chairman Carpenter introduced MAG Transportation Manager, Eric Anderson who gave the Transportation Manager's report. Mr. Anderson noted that among the items to be considered by the Regional Council at their Wednesday, March 28, 2001 meeting were approving the Update of the MAG Transportation Improvement Program and the MAG Long Range Transportation Plan for Conformity Analysis.

Mr. Anderson told the Committee that the external travel survey being undertaken by MAG would be on April agenda of the Transportation Review Committee. He also briefed the Committee on the other activities being undertaken by MAG including an east-west corridor study and the upcoming federal triennial certification review. Mr. Anderson noted that the review would be conducted over a two day period in mid April and would examine all aspects of MAG's planning and program management.

Other activities summarized by Mr. Anderson included the ongoing HOV/HOT Lane study being conducted by MAG that updates the existing HOV Plan and will assess the potential of single occupant vehicle tolling on the existing and proposed regional HOV system. Mr. Anderson also briefed the Committee on the elderly mobility project being coordinated by Suzanne Quigley of MAG's Human Services Division. He noted that this project would include forums with the American Association of Retired Persons (AARP), ADOT, and the Sun Cities communities that would look at the mobility needs of the elderly and the safety issues associated with elderly drivers. He encouraged the Committee members to participate in the forums noting the issues being discussed will become critical concerns as the region's elderly population continues to expand.

5. Report on the MAG Freeway Program

Turning to the next order of business, Chairman Carpenter introduced Eric Anderson of MAG who briefed the Committee on the MAG Freeway program. Mr. Anderson noted that he would be

presenting this report to the Regional Council at their meeting on Wednesday. He told the Committee that the February revenue collection was up 7.9 percent from the same period last year. He noted that the growth in sales tax revenues had declined to 3 percent due to the slowing economy but had recently rebounded to 7.9 percent growth. Mr. Anderson noted that the revenue projections used in the freeway program were fairly conservative so some softening of sales tax revenues can be accommodated.

Mr. Anderson told the Committee that the start of the Gilbert - Higley Road segment of the Loop 202 project had been delayed two months due to archaeological issues but it could be completed on schedule. He also noted that construction of the last section of SR 51 had been advanced two months. Mr. Anderson told the Committee that construction of the Pecos Road portion of the Santan/I-10 TI was under construction.

Citing the rising cost of acquiring freeway right-of-way resulting from the region's booming land development, Mr. Anderson noted that mitigating increases in ROW costs must be a priority. MAG staff will be meeting with ADOT and will be reconvening the Right of Way stakeholders group.

6. Approval of Consent Agenda

Turning to the next order of business, Chairman Carpenter asked if there were any requests to hear the item on the consent agenda. Paul Ward told the Committee that the Errata Sheets for the Draft FY 2002-2006 Transportation Improvement Program (TIP) were now available on MAG's web site. He noted that they were still addressing technical problems that had so far prevented them from getting the actual Draft TIP on the web site. Bryan Patterson noted that the McQueen Road project that would widen the roadway from Queen Creek Road to Pecos Road was listed as being deferred. He asked for clarification from Mr. Ward, noting that this project would need to be completed before the Santan Freeway construction began in that area. As the project was a Maricopa County project, Chris Plumb told Mr. Patterson that he could check the status of the project. He noted that the project was being deferred by MCDOT due to budget constraints. He also told the Committee that the McQueen Road project was a four lane, and not a five lane project. Mr. Ward noted that the project is identified as having four through lanes and a center turn lane.

Mr. Ward also noted that changes listed on Errata Sheet Two are in addition to changes made on Errata Sheet One. Mr. Patterson restated his strong objection to the deferral of the McQueen Road project.

8. Interim Close Out of the FY 2001 MAG Federal Funded Program

Turning to the next order of business, Chairman Carpenter called again on Paul Ward of MAG

staff who briefed the Committee on the interim close out of the FY 2001 MAG federal funded program. Mr. Ward noted that there were approximately \$71 million in available federal funds and \$70 million in projects programmed for the current federal fiscal year (FY 2001) and then directed the Committee's attention to attachment one, which was a list of current year projects requested for carry forward to FY 2002. He observed that, of the seventeen projects that have been requested for carry forward, five were requesting to be carried forward for a second year in a row. Mr. Ward noted that the closeout guidelines specifically allow projects to be carried forward for one time only and so this current request raises a policy issue. He reported that he would bring the carry forward requests back to the Committee at their April meeting.

Mr. Ward then distributed two additional handouts. He noted that list 2B is identified in the agenda as list one. Mr. Ward stated that list 2B contains the programmed projects that can potentially use the uncommitted, re-distributed, or carry forward obligation authority (OA) expected to be available during the close out of FY 2001. He noted that list 2A is identified in the agenda as list two. This list contains currently un-programmed projects, including those projects that were recommended by MAG staff for funding but which were deleted by the Committee during the "special" programming process in January and February.

Chairman Carpenter asked if the projects recommended to be carried forward were in danger of losing funds if they were not carried forward.. Mr. Ward replied that the reason member agencies request to carry projects forward is when there is doubt that they can complete the federal development process in time. Under MAG guidelines there is no guarantee that projects are automatically allowed to carry forward, so if they are not carried forward and if they are unable to complete the development process by the end of the federal fiscal year, they may indeed lose funding. He continued to add that such projects had always been carried forward in the past. Jim Book noted that Glendale had requested that their projects be deferred even though they are working to obligate the projects for this year. He noted that ADOT delays could prevent obligation of the funds for this year so the carry forward request was a contingency.

Mr. Ward observed that there were more federal funds (and therefore more projects) going through the process than in previous years. He noted that Glendale's ITS projects did not affect MAG's conformity determination since they did not add lanes and so could possibly be regarded as contingency carry forward projects. Mr. Ward also noted that MAG usually develops a contingency list of projects to accommodate additional OA.

John Siefert noted that Phoenix's bicycle underpass project was very complex to design due to the presence of both a high tension electrical transmission line and a flood control facility. Bryan Patterson noted that it might be possible to loan the OA to ADOT and be repaid in the next year. Mr. Ward observed that it was not likely that they would lose any federal funds since it was possible to over-commit the available OA to the regional freeway system projects. Mr. Ward added that he was trying to identify possible methods to utilize the potentially uncommitted funds and that there are many different options.

Referring to the list 2B, Mr. Ward noted that there were opportunities to accelerate some FY 2002 projects to take advantage of the redistributed or uncommitted OA. This included assigning additional federal funds to the freeway program or to the purchase of street sweepers. He cautioned that accelerating projects from the outer years of the TIP did not necessarily free up federal funds in FY 2002.

Chairman Carpenter asked if the Committee would have an opportunity to revisit this issue at their April meeting and Mr. Ward agreed that was the preferred timetable. David Moody noted that adding additional projects to the TIP could throw it out of balance. Mr. Ward replied that some sort of funding exchange with ADOT might be required to keep things in balance. He noted that there may be in the neighborhood of \$5 million in projects next year carried forward to FY 2003 and this would allow the current expected \$14 million in projects to be spread over the first few years of the TIP.

Michael Powell asked if Mr. Ward would consider other projects besides those listed on 2B for additional or uncommitted obligation authority. Mr. Ward said that new planning, design or study projects might work but that construction projects were unlikely to work due to the length of time needed to develop them to the obligation level.

Observing that Chandler was in the process of selecting a consultant for its MIS project, Bryan Patterson noted that the \$250,000 programmed for the project could be obligated this year. Ron Krosting asked if the Southeast transportation study was included in the list. Mr. Ward replied that it was not included at the current time, but could be added. Mr. Krosting observed that he would like to see some of this money obligated to this project. He noted that in the past the Committee had always had a surplus so he didn't see a problem with over programming the funds. Mr. Ward pointed out that a lot of federally funded projects were being carried forward and this could make it difficult to fund other projects in future years.

9. Regional Transportation Plan Update

Chairman Carpenter thanked Mr. Ward for his presentation. Turning to the next order of business, he introduced Eric Anderson who briefed the Committee on the status of the Regional Transportation Plan project. Mr. Anderson noted that four of the five expert panel forums being hosted by MAG had been completed. He remarked that the panelists had been good and had identified many themes that had significant to the region. These included the region's changing ethnic mix, the impact of working women on trip patterns and volumes, the importance of quality of life in attracting and retaining both industry and a skilled workforce, and the need to consider water resources in modeling future development patterns.

Mr. Anderson told the Committee that the last forum would be held on Friday, March 30th and would look at transportation technology. He noted that the moderator for that session would be Rick Pilgrim of BRW, Inc. Mr. Anderson told the Committee that Friday's panelists would include

Robert Skinner, Jr., of the Transportation Review Board, Tom Larwin of the San Diego Metropolitan Transit Development Board, Dr. Pitu Mirchandani of the University of Arizona, Mo Garfinkle, a nationally recognized aviation consultant, and Robert McQueen of PBS &J. He noted that the panelists would be discussing existing and proposed transportation technologies that could have a significant impact on the region in the coming years.

Mr. Anderson told the Committee that the panels are being videotaped and once edited these tapes will be available for distribution. He noted that in addition to the videos, the consultant was preparing issue papers organized around the themes of the five forums. Mr. Anderson told the Committee that with the conclusion of the forum series the next big push would be a series of eleven focus groups that will be conducted in May to gain input that will be used to define the values, goals and objectives of the regional transportation plan. Another activity that will also take place in May would be a telephone attitude survey of valley residents. Mr. Anderson noted that as part of the development of the survey, the consultant was doing an extensive review of existing and in-progress surveys undertaken by MAG and its member agencies. The attitude survey would also feed into the development of the regional values, goals and objectives. He told the Committee that it was important that they be involved in this process.

10. Governor's Vision 21 Task Force

Turning to the next order of business, Chairman Carpenter asked Eric Anderson to brief the Committee on the activities of the Governor's Transportation Vision 21 Task Force. Mr. Anderson distributed a handout to the Committee members that summarized the draft recommendations of the Task Force. He noted that there had been some minor word smithing done to the recommendations since the handout was developed.

Mr. Anderson told the Committee that he had concerns regarding some of the Task Force's recommendations but also noted that there were some nuggets including an emphasis on performance based planning. He noted that the roads of regional significance described by the Task Force were similar to the system adopted by MAG in 1995-96. Mr. Anderson told the Committee that the Task Force had also recommended that better coordination occur between local land use plans.

He noted that Glendale Mayor Elaine Scruggs had been extremely vocal regarding the potential adverse impact of the Task Force's recommendations on Glendale's downtown area. Chairman Carpenter asked if the Roads of Regional Significance defined by the Task Force differed from those adopted by MAG. Mr. Anderson replied that they did. Ken Driggs asked who defined the roads for the Task Force. Mr. Anderson replied that he did not know who had developed the system that was the basis of the Task Force recommendation. Mr. Driggs noted that he had attended the Task Force meeting and felt that the group had not made the case for their recommendations.

Mr. Anderson observed that in planning, one size does not fit all. He noted that he had heard similar sentiments from the local communities. Mr. Anderson told the Committee that the Task Force also recommended a reorganization of the State Transportation Board. The new board would have at large members and a support staff separate from ADOT. He noted that the Task Force also recommended creating another layer of regional government through the establishment of transportation districts with taxing authority. Mr. Anderson observed that the County Supervisors supported this recommendation, one of the only units of government doing so, and that the Board may see themselves as filling that roll in Maricopa County. Ken Driggs asked Chris Plumb if this recommendation was supported by MCDOT. Mr. Plumb replied that the Board of Supervisors were pushing the idea but they had not included MCDOT in the discussion other than to ask for their opinion on the recommendation.

Mr. Anderson noted that MCDOT director Tom Buick had appeared on KAET-TV's Horizon Show and had voiced support. Mr. Plumb replied that Mr. Buick could not go on the record opposing the Supervisors.

Mr. Anderson told the Committee that the Task Force's recommendations would be presented at a series of public hearings around the state prior to being submitted to the Governor for her consideration and possible action. He noted that the Task Force was also calling for a statewide sales tax to provide funding for regional transportation projects. Mr. Anderson observed that the proposed Transportation Districts would be responsible for developing and maintaining the Roads of Regional Significance and the express bus system. The districts would have taxing authority to raise revenue to meet these responsibilities. He noted that a cost had not yet been developed for the Task Force's proposed roads of regional significance system but observed that the proposed cost of the MAG's similar system would be between \$2 to 4 billion.

11. CANAMEX Corridor Resolution

Turning to the next order of business, the Chairman introduced Chris Voigt of MAG who briefed the Committee on the proposed resolution defining a CANAMEX corridor in Maricopa County. Mr. Voigt summarized how the resolution was developed.

Mr. Voigt noted that the study was initiated as a joint MAG-ADOT project in late 1999. Joint consultation has been conducted throughout the study. A master list of alternatives and draft technical evaluation criteria were reviewed at the first Agency Forum for the project, held in November 1999. He told the Committee that eight alternatives were short-listed for detailed evaluation against the agreed criteria, which were: cost, travel time, length of route, level of service, access to regional freight terminals, constructability, safety, environmental impact, impacts to Title VI/Environmental Justice Populations, and major community impacts.

Mr. Voigt noted that data for the evaluation of each of the eight short-listed alternative routes were compiled by a consultant, Kimley-Horn and Associates of Tucson, who were contracted by

ADOT. Kimley-Horn did not gather data for the criterion "Major Community Impacts", which was to be assessed using feedback obtained during consultation from the public and agency stakeholders. A matrix presenting the Kimley-Horn results, taken from their report, was presented.

Mr. Voigt informed the Committee that copies of the Kimley-Horn study were available to any Committee members that requested one. Chris Plumb noted that the copies of the Kimley-Horn report that MCDOT had were missing pages. Mr. Voigt noted that no other recipient of the report had indicated such errors, but would provide an additional copy to Mr. Plumb.

Mr. Voigt noted that a draft resolution for the future designation of the corridor within the Maricopa region was presented to the MAG Transportation Review Committee in October 2000, and was later approved by the Regional Council on November 1, 2000. The recommendation was for the future designation of the corridor to include I-8, SR 85 and the Wickenburg Bypass. The connection between SR 85 and the Wickenburg Bypass was to be determined following further review and consultation, but constrained to a location outside of the air quality nonattainment area. He told the Committee that the options for the connection were Eagle Eye Road (at the request of the County), Wickenburg Road / Vulture Mine Road, and Sun Valley Parkway. Mr. Voigt noted that the Regional Council indicated that the additional review and consultation should be completed as soon as possible.

Mr. Voigt related how MAG, working with ADOT and, as the owner of the three facilities under consideration for the connection, MCDOT, conducted that additional review and consultation over the period December 2000 to March 2001. He noted that a Joint Agency Forum was held in Buckeye in December 2000, and meetings at their request with local development representatives were held in January and February 2001. Additionally, staff meetings between MAG, ADOT, and MCDOT were also held throughout this period.

Mr. Voigt told the Committee that the Arizona State Land Department had indicated that they opposed designation of the Sun Valley Parkway and recommended that one of the alternatives to the west be selected instead. He noted that the Bureau of Land Management and Arizona Game and Fish Department both indicated potential environmental issues with all three alternatives. Support for a general alignment in the vicinity of the Wickenburg Road / Vulture Mine Road was received from the Town of Wickenburg (Mayor, Vice-Mayor and staff).

Mr. Voigt noted that MAG and ADOT both considered Eagle Eye Road to be not feasible because of its added travel distance. Considering strong opposition from local elected representatives for the Town of Buckeye, including the Mayor and Council, Town of Buckeye staff, and local landowners, the Sun Valley Parkway was also determined to be not feasible under the "Major Community Impacts" criterion established in November 1999. Mr. Voigt observed that, based on the additional feedback received, a recommendation, contained in the draft resolution, was developed by MAG for the connecting segment to be an alignment in the general vicinity of Wickenburg Road / Vulture Mine Road.

Mr. Voigt noted that the draft resolution also states that the Wickenburg Road / Vulture Mine Road shall not become eligible as a state route unless and until its right of way acquisition, design, construction and operation have been fully funded. Given current funding constraints, construction of the corridor is expected to be a long term initiative.

He also noted that the draft resolution additionally eliminates the Sun Valley Parkway and Eagle Eye Road from further consideration for designation as part of the CANAMEX Corridor. This is intended to provide the necessary certainty regarding the designation for stakeholders for those routes.

Mr. Voigt told the Committee that the recommended designation for an alignment in the general vicinity of Wickenburg Road / Vulture Mine Road allows for further detailed engineering and environmental studies to be conducted as funding allows and local planning needs dictate. He noted that MCDOT indicated a desire to conduct this additional detailed study. ADOT would also support additional study but was neutral on the draft resolution.

Mr. Plumb indicated opposition to the draft resolution and a preference for further study of alternatives including the Sun Valley Parkway and Loop 303 before any recommendation for designation of the corridor was to be made. He also indicated however that should ADOT decide to fund the necessary upgrade of Wickenburg Road/ Vulture Mine Road to appropriate standards, MCDOT would not oppose it for designation as part of the CANAMEX Corridor. He noted that MCDOT had transmitted a letter to MAG regarding their opposition to the designation, but that letter had not been received by MAG staff involved in the project at the time of the meeting of the TRC. Chuck Eaton of ADOT indicated that they had no funding available at this time for upgrades and would support further study.

David Moody asked if it would be appropriate for the resolution to include an environmental assessment of the corridor. Mr. Eaton replied that it would be premature since funding was not currently available to construct the corridor.

There being no further discussion, the Chairman asked for a motion. Joe Blanton made a motion, seconded by Jim Book, to approve a resolution for the designation of the CANAMEX Corridor within the MAG region. The subsequent voice vote was seventeen voting in favor, Chris Plumb representing Maricopa County voting in opposition, and Chuck Eaton representing ADOT abstaining.

12. Possible Changes to the Regional Transportation Improvement Program Development Process

Turning to the next order of business, the Chairman once again introduced Paul Ward of MAG who briefed the Committee on the need for streamlining the Transportation Improvement Program (TIP) development process and starting it earlier. He noted that the main benefit of accelerating the process would be to improve review and input from modal technical advisory committees. Mr.

Ward also told the Committee about proposed changes to the annual update to the MAG Management Systems Report that would make the report more useful to members and to make it an integral part of the TIP application process.

Mr. Ward noted that one option for the Management Systems Report could be to start its development two months earlier than current practice. Other changes could include the introduction of regional emphasis areas adopted by the Regional Council each year that would guide project selection. Mr. Ward stated that improvements were needed in the Congestion Management System (CMS) and CMAQ rating systems. He noted that the CMS rating system had not been used much for the evaluation of projects being considered for inclusion in the TIP as most of the projects submitted for MAG federal funds were for CMAQ funds, which often could not receive a CMS score. It was important to obtain additional and ongoing input into the CMAQ rating system, especially with regard to concerns by the State and Federal representatives.

Mr. Ward stressed the need for looking at the whole process, especially the Committee's role in the process for such things as defining modal funding allocations. As a possible action, he suggested that the Committee set up a subcommittee or working group to address the process and the need for changes. Mr. Anderson noted that the Committee members had voiced the need for revisiting the process at previous meetings of the TRC. He observed that any recommended changes coming out of a working group would probably not impact the next funding cycle for the 2003-2007 TIP, due to the short time frame, but would affect the following cycle for the 2004-2008 TIP

Bryan Patterson made a motion, seconded by Chuck Eaton, to form an Ad Hoc working group to discuss possible changes to the TIP development process. The motion was subsequently approved by a unanimous vote of the Committee.

The Chairman asked if there were any volunteers willing to participate in the working group. Ken Driggs, Michelle Korf, Chuck Eaton, Tami Ryall, Jim Book and Chris Plumb all indicated that they would be interested in participating. Paul Ward told the Chairman that he would schedule the first meeting of the working group approximately two weeks after today's meeting of the Committee. Chairman Carpenter told the Committee members that if anyone else would like to participate in the working group they should contact Mr. Ward.

13. Next Meeting Date

Chairman Carpenter told the Committee that the next meeting of the Committee would be on April 24, 2001. Eric Anderson informed the Committee that Stuart Boggs would be leaving MAG to become Manager of Transit Planning for the Regional Public Transportation Authority. Chairman Carpenter thanked Mr. Boggs for his service to the Committee and wished him good luck in his new position at the RPTA.

There being no further business, the Chairman adjourned the meeting at 11:47 p.m.